AGC/WSDOT Structures Team Minutes
March 24, 2006
Members in Attendance

Attendees:	Company	Phone	E-mail
Barney Millard	Conc. Tech.	253-383-3545	mbarney@concretetech.com
Foster Marco	WSDOT-NWR	360-757-5999	fosterm@wsdot.wa.gov
Kapur Jugesh	WSDOT_HQ	360-705-7209	kapurju@wsdot.wa.gov
Madden Tom	WSDOT_UCO	206-768-5861	maddent@wsdot.wa.gov
Olson Ryan	Mowat Const.	425-398-0205	ryan.olson@mowatco.com
Quigg John	Quigg Bros.	360-533-1530	johnq@quiggbros.com
Sheikhizadeh M.	WSDOT-HQ	360-705-7828	sheikhm@wsdot.wa.gov
Smith Tobin	Max J. Kuney	509-535-0651	tobin@maxkuney.com

The following were also in attendance:

Fred Tharp	WSDOT – HQ Construction
Scott Ayers	Atkinson
Chris Deane	Wilder Construction
Richard Hovde	WSDOT – Hydraulics
Scott Carey	WSDOT – Environmental
Paul Wolf	WSDOT - Environmental

Environmental Permitting Process

The AGC Structures Team is attempting to develop and suggest a policy to the Bridge Office concerning showing a plan sheet with all environmental regulations and restrictions identified in the bridge plans. This sheet will also show details of the work bridge used by WSDOT to acquire the environmental permits. In order for the Team members to better digest the process, Fred Tharp gave a presentation on the process it takes for WSDOT to acquire different environmental permits. Highlights:

- The 17 point SEPA and NEPA permits are prepared. Assumptions are made in terms of project impacts to water quality and fish & wildlife by the environmental staff at this early stage without any involvement from the Bridge Office.
- Opinions on adverse effects or take are compiled for NOAA and US Fish & wildlife which will lead to biological assessment (BA)
- At 30% PS & E, Joint Aquatic Resources Permits Application (JARPA) is prepared to apply for permits through the Corp, Ecology, and HPA
- All permit, which are usually acquired at the end of the PS & E process, dictate design parameters

Scott Carey who is developing the Department's Commitment Tacking System (CTS) is in charge of compiling and tracking all permits needed for specific projects for all personnel to review at any point during the design/construction process. He handed out a

sample chart from an inspectors' training class showing all environmental permitting requirements, timing, and responsibilities. Paul Wolf referred to ODOT's web (http://www.oregon.gov/ODOT/HWY/OTIA/bridge_delivery.shtml) and how Oregon has approached environmental permitting process for delivery of projects. He suggested that we need to have similar approach as Oregon and monitor impacts.

The task at hand for the Team: how prescriptive of a work bridge detail is required to obtain the needed permits? A few thoughts were suggested:

- Plans provide for a work bridge detail with allowable alternates
- Permits to indicate a maximum square footage for piles as well as maximum pile diameter and whether they can stay in place
- Permits to clearly identify all restrictions to pile driving

Ultimate Goal: The goal is to combine all the environmental permits into a clear and understandable language in the specials with a standard work bridge drawing that is shown in the bridge plans. The standard work bridge drawing shall show:

- Min/Max span lengths
- Geometry, approx. width and bridge elevation with respect to high and normal water elevation flow
- Pile geometry, max pile area, max. pile diameter
- Any turbidity and shading restrictions
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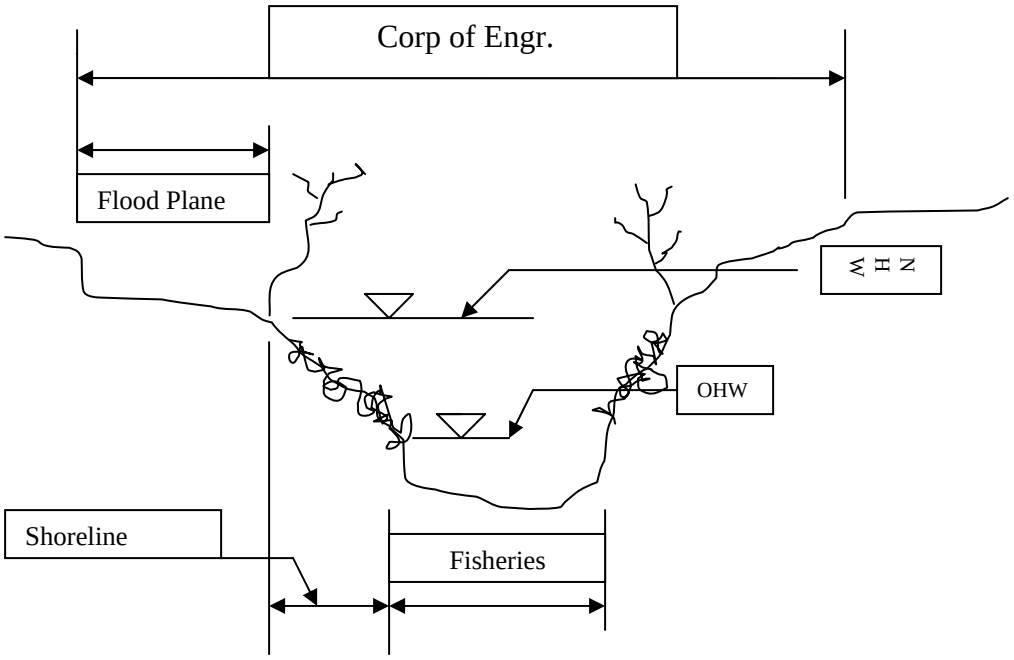
Action plan: Mo will work on developing a standard work bridge for acquiring permits and inclusion in plans by the next meeting

Hydraulic Related Topics

Rich Hovde of the Hydraulics Branch provided definition of the following terms to the Team in response to questions asked:

Ordinary High water (OHW) = Determined based on where the vegetation growth stops on the waterway embankments. Permitting in this region falls under the Fisheries jurisdiction and the the Corp.

Normal High Water (NHW) = Elevation, higher than OHW, is between the aquatic and terrestrial plants. Permits issued by the Corp.



Action plan: Mo will pursue including the definitions in the Standard Specifications

Pile Driving Vibration Monitoring

Mo handed out the proposed revisions to the pile driving vibration monitoring to the team. No additional revisions or changes were offered.

Action plan: Mo will include the revisions in the August Amendments to the Standard Specifications.

Soldier Pile Specification Changes

Mo handed out a copy of the proposed changes to the Standard Specs 6-16.3(5). These changes were proposed by the ADSC team and it was discussed to solicit feed back from the Team. Highlight of changes:

- Use CDF for the entire height of the dry shafts
- Use pumpable lean mix when shaft is wet
- Lagging placement can not begin if the CDF or lean mix is still wet or caving

Action Item: For discussion and information only. This Spec will be included in the August Amendments

Field Bending Girder Stirrups & Use of Maturity Meters in the Field

These two topics will be deferred to the next meeting

Our next meeting is **April 28 at 9:00 am at Corson**.